



POLICY ON
STATE HIGHWAY DEPARTMENT
Dwight S. Houghton, Commissioner
Number 10

State of Massachusetts
STATE HIGHWAY DEPARTMENT
DWIGHT S. HOUGHTON, COMMISSIONER
NUMBER 10

March 24, 1965

MEMORANDUM TO:

District Engineers and Assistant District Engineers

The general policy of Pavement Excavation and Breaking Pavement adopted March 8, 1962 is superseded. A copy of the current policy, dated March 8, 1965, is attached.

Edward S. Houghton

Edward S. Houghton
Supervising Engineer
Bureau of Roads, Location & Design

ESH:hh

Treatment of Existing
Concrete Pavement Under
New Pavement



State of New Jersey
STATE HIGHWAY DEPARTMENT
DWIGHT R. G. PALMER, COMMISSIONER
TRENTON 23

March 8, 1965

MEMORANDUM

Mr. J. R. Schuyler

It has recently come to our attention that field design offices and people checking plans have been working under a general policy of Pavement Excavation and Breaking Pavement adopted March 8, 1962. A copy of this policy is attached.

Our current thinking is contradictory to this policy. We believe, in general, that it is more advantageous to leave concrete pavement in place without breaking it, whenever possible. In our pavement recommendations we either spell out the treatment to be given or, if the conditions are very complex, we discuss the treatment verbally with the designers.

It is recommended that the following procedure be followed by all designers.

- (a) Existing concrete pavement be left in place without breaking, whenever conditions of drainage and proposed grade permit.
- (b) When questions pertaining to specific projects arise, the pavement recommendation section be consulted.

John L. Haller
John L. Haller

Olof H. Jansson
Olof H. Jansson

Approved:

J. R. Schuyler 3/11/65

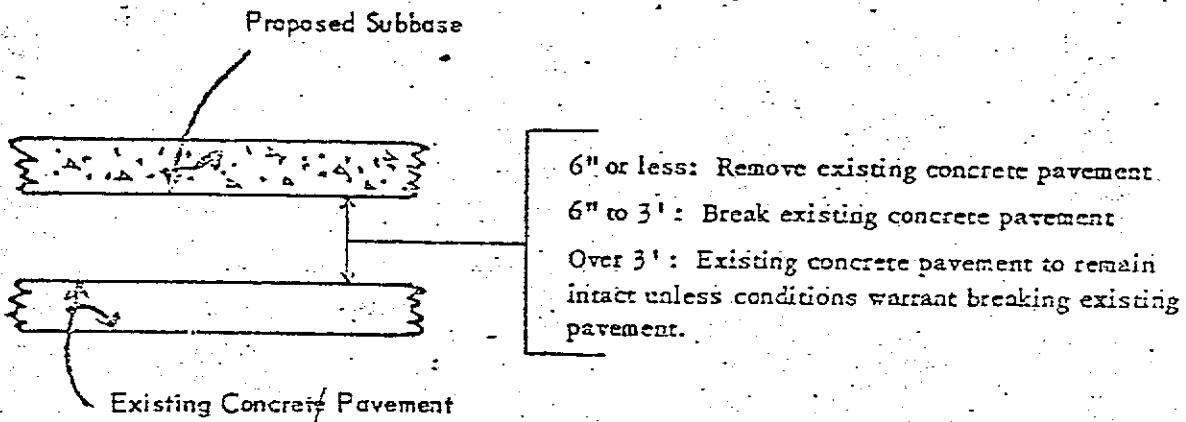
J. R. Schuyler
State Highway Engineer

Pavement Excavation & Breaking Pavement

If less than 6" of fill is to be placed, measured from surface of existing concrete to bottom of proposed subbase, remove the existing concrete pavement.

If more than 6" of fill, but less than 3 feet, measured from surface of existing pavement to proposed subbase subgrade, break up existing concrete pavement.

If more than 3 feet of fill, measured from existing pavement surface to subbase subgrade, pavement need not be broken up. However, special conditions, such as formation of water pockets, may require breaking existing pavement even under fills of more than 3 feet.



F. L. Gerard 3-8-62